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Intimation.

A. S. WATSON & CO.,

LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-

facture are sold throughout the

Far East and are invariably pre-

ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.

The best materials only are used.

THE PRICES are only half those

charged in England.

WATERS MANUFACTURED BY US ARE

acknowledged by the leading English

makers to be equal to those of their

own production.

SIR EDWARD FRANKLAND, K.C.B.,

D.C.L., F.R.S., &c. the greatest

living authority on Water, reports as

follows on the water as prepared and

used by us in our manufacture:—

"It possesses an extremely high de-

gree of organic purity and is

"of most excellent quality for

"drinking."

During the Summer Months,

all AERATED WATERS should be

kept in a cool place, preferably in an

ICE CHEST or REFRIGERATOR, until

required for use. The Bottles should

be stored with the necks downward

so that the corks are covered by the

water. This will prevent an escape

of gas taking place and rendering the

waters more or less flat.

A. S. WATSON & CO., LTD.

HONGKONG, WEDNESDAY, OCTOBER 12, 1898.

NOTES AND COMMENTS.

Mr. Oakes's appeal to the Public,

through the Press, on the subject of

the Jubilee Road seems to us very decidedly

of order, and, considering that there is

a Jubilee Committee and Sub Committee

in existence, an impertinence. If the

Director of Public Works has anything to

say on the subject of the Jubilee Road,

either on his own account, or on behalf of

the Government he should have addressed

himself to the Committee and through the

Committee to the subscribers to the Jubilee

Fund. He has no business to attempt to

get at the subscribers behind the backs of

the Committee and we can only express

our regret that the Acting Governor has

thought fit to sanction such a method of

procedure. It is something of a novelty,

for the Government to address itself

either to the Public or to any section of it

through the Head of a Department instead

of through the Colonial Secretary. It is

a method that has, however, one advantage;

it leaves the Government entirely

irresponsible for what the Director of

Public Works may think fit to say. It

neither affirms his statements nor is bound

by his promises.

The Director of Public Works is quite

correct in saying that what was desired

was a carriage road round the Island.

It had often been asked for and as often

refused by the Government and the

reluctance of the Government to under-

take the work was mainly attributable to

the alleged prohibitive cost of the first

section of the road; that round Mount

Davis.

It was to get over that particular difficulty

that the Jubilee Road Fund was

raised and for that purpose only, and the

Government pledged itself, if such a fund

was raised and placed at its disposal for

the purpose of meeting the extra cost of

the Mount Davis section, to carry on and

complete the rest of the road round Island

at Government expense.

Now the Government wants to back out

of its engagements and to get the money,

subscribed for one purpose and one

purpose only, to expend on that portion of

the road which it has bound itself to proceed

It is absurd to say that a legal opinion

has been obtained to the effect that "work

"can only be commenced on the section

"of the road between Kennedy Town and

"Aberdeen and that until that section is

"complete nothing can be done towards

"constructing a carriage road between

"Aberdeen and Stanley and Shau-ki-

"wan." There is nothing to prevent the

Government commencing work where it

pleases and constructing as much or as

little of the eastern portions of the road

as it pleases the Public Works Department

to take in hand. The only legal

opinion the Government could have got

would be to the effect that no portion of

the Jubilee Road Fund could be spent

except on the Mount Davis section.

All this trouble and bother with the

Government was foreseen while the

matter was under discussion in its

earlier stages and the Resolution the

Director of Public Works refers to

was specially worded to obviate, so far

as possible, all difficulties. In the future,

it was submitted before being put to the

Meeting to the Government and the Reso-

lution in its present shape was approved

by the Government. The fund was never

intended to pay for the construction of the

entire road from Kennedy Town to

Aberdeen as Mr. Oakes would make us

believe. Nobody was fool enough to

suppose that the entire expense of some

six miles of road could be covered by

public subscription. The fund was only to

pay for the construction of the FIRST

SECTION of that road and the Govern-

ment pledged itself to do the rest.

We sincerely hope the Community will

not allow itself to be "blarneyed" into

giving up what it has for so long stren-

uously demanded, and to get which it lib-

erally subscribed its money. The military

objection is sheer ignorance. The road,

properly constructed, would be a valuable

addition to the defences of the south side

of the Island.

We commend Mr. G. Stewart's letter

to our readers.

The telegram from our Shanghai cor-

respondent which we published last night

as an "Extra" and reproduced once more

to-day, tends to show that European feel-

ing in Shanghai is decidedly in favour of

the Reform Party and has culminated in

the attempted rescue of HUANG CHU-HSIEN

from the Tientsin Yamen by four

foreigners, at two o'clock in the morning.

Whoever these enterprising spirits may be

they do not appear to have been possessed

of the courage or resource necessary for

the successful carrying out of their plan,

for the telegram goes on to say that on

the appearance of Mr. W. V. DRUMMOND

on the steps of the Yamen they ignomin-

ously fled and left the unfortunate Huang

to his fate. Mr. W. V. DRUMMOND is

legal adviser to the Yamen and we may

therefore conclude that his presence there

at such an unwelcome hour as two o'clock

in the morning can only be accounted for

by the supposition that the Chinese

authorities had an inkling of the fact that

a rescue would probably be attempted

and so had Mr. DRUMMOND ready on the

scene in case of emergency.

Huang is now, we are told, to be taken to

the Arsenal where a Chinese gunboat will

be in readiness to convey him to Tientsin

on his way to Peking, where we presume,

he will be promptly beheaded after being

tried by the Conservatives, unless he is

fortunate enough to be able to purchase his

life. The lot of the Reformers is indeed

a sad one. Of six who were to be mem-

bers of the Advisory Council to the Em-

peror, two have escaped; one has been

executed; one imprisoned; one banished

to Kashgar and one cashiered for ever.

Shanghai papers received to-day con-

tain confirmation of the telegram from our

Tientsin correspondent reporting the at-

tack made upon Messrs. MORTIMER and

LOWRY and a party of ladies in Peking.

It appears that considerable ill feeling

had been shown towards foreigners after

the coup d'etat at Peking, and the party in

question were attacked in one of the prin-

cipal streets of the city by a mob of

FUNERAL OF MRS. SCOTT.

A TRIBUTE TO HER BRAVERY.
 SHANGHAI, October 6th.
 The funeral of Mrs. Scott, wife of Captain Scott of the *S.S. "Star"*, took place this afternoon, a very large number of friends attending. Mrs. Scott, a widow, was well known, is the third surviving from the bite of a rabid dog. She really sacrificed her life for her children, for it was while protecting them from the animal that she was herself so seriously bitten. We tender our sincerest sympathies to her relatives and friends in their bereavement. They, will, we believe, derive much consolation from the fact that the deceased lady gave her life for her little ones.—*Mercury*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)
THE UNCURRENT COIN NOISANCE.
 DEAR SIR—As one, probably only one of many who has to receive payment of considerable sums of money in silver and small coin, I would like to say a few words on the current coin of this Colony and to ask, what is current coin and legal tender? The Bank or the Treasury will not accept anything but British dollars, British subsidiary coin, and Bank Notes. Yet Japanese yen, Mexican Dollars and Chinese subsidiary coin, legal tender if the Treasury refuses to accept it, is being used by the Government and a temptation into the Colony is not a breach of law. The Government may turn round and say, "If you choose to accept it, that is your own risk," but should not the Government provide sufficient of its own legal tender and thus obviate the necessity of an inferior coinage being imported?
 Should not a bank be made against this Chinese subsidiary coin now circulating in the Colony? As one who receives sometimes one or two hundred dollars worth of it a day and has to pay seventy cents per dollar and a net cent on Japanese yen, it is difficult to get to bank the money. I should be glad to hear of others who have a similar grievance to air.
 Yours faithfully
 SMALL COIN.
 Hongkong, 12th October, 1898.

[Our correspondent does not comprehend the fact that a liberal supply of British coins would not be a remedy, for he believes that it has been and will be the practice for Chinese mint owners to buy up and melt British coins, and make to pot cent, or more in the venture.—*Ed. H.K.T.*]

THE DIAMOND JUBILEE ROAD.

DEAR SIR—Mr. Ombry's letter to your last issue on the subject of the Victoria Jubilee Road will be read with some surprise by those of your readers who take an interest in the scheme for a road to the Island.

Mr. Ombry is a well known and intelligent man, and his letter is full of facts and figures. He is not in the Colony at the time of the discussion on the subject, but he is naturally aware of the interest which the public took in it at the time and of the searching criticism to which all projects for celebrating Her Majesty's Jubilee were subjected.

The resolution of the Jubilee Committee of the 26th April was arrived at after mature consideration and after a free expression of public opinion had been given. There seems no reason why that resolution should be termed unfortunate. It may not meet entirely with Mr. Ombry's approval, but whether it is unfortunate or not is a matter of opinion. Mr. Ombry's predecessor, Mr. Copp, did not deem it unfortunate, or he would have given his opinion in opposition to it at the time; being quite free to do so had he been so disposed. I had an interview with him on the subject and found him in no way unfavourably disposed to it.

It will be quite within the recollection of the older residents in the Colony that the idea of a sea-level road round the south side of the Island is by no means a new one. An earnest attempt for the same object was made on the 50th anniversary of Her Majesty's reign and commanded a large amount of public support, but the time was apparently not then ripe and the project was postponed.

When the auspicious event of Her Majesty's 60th Jubilee gave it a chance of being reopened, the scheme met with hearty and spontaneous support and 192 names were affixed to the requisite petition for the short space of time. This number could have been easily increased if time had permitted, and a large number of Chinese names could have been added had occasion required it.

The scheme was put forward in competition with many others and received cordial and general support resulting in the resolution of the 26th April. It was understood at the time that the completion of the scheme in its entirety would be a matter requiring some time. It was also known that the amount of money required would be insufficient to pay the completed road, but the deficiency was promised at the time by the then Governor Sir William Robinson. The cost of the whole thing lies in the idea of making a sea-level road available for all in the most convenient locality. It is apparent that an improvement at Shaukiwan, however desirable in itself, is of little advantage to the teeming population of the western part of the city who would have to spend a considerable sum of money to get there at all, and it is only fair to remember that the large subscription received from the Chinese were for the road from Kennedy Town to Aberdeen. The hospital scheme did not recommend itself to them.

The Road as originally proposed gives to the Chinese, huddled together as they are now, a cheap and easy means of fresh air and exercise. Any one who has seen the Bubbling Well Road at Shanghai or the Chinese driving about at Penang and Singapore must admit that the opportunity of locomotion afforded them there is freely availed of. If people have to ascend to the level of Pokfulam, about five hundred feet, the number who will use the road in hot weather will be reduced to a minimum. Whoever saw any one use the present road in summer except a stray European who is devoted to hard exercise?

Any amelioration of the gradient would exercise but little attraction on a hot night, whereas a level road along the Sulphur Channel would be largely patronised, as during the S.W. monsoon a breeze is constantly drawing through there.

Is it not too late in the day to tamper with a duly considered and approved project? As for the objection on military grounds which we now hear of for the first time, it had been through serious consideration, we would have had it raised by the military authorities during the discussion at the Jubilee. If the money in hand now is insufficient to complete the work, let it at least be expended in accordance with the agreement arrived at. Any deviation from that course gives a loophole for alteration and delays at once vexatious and unnecessary. It would be a departure from a given pledge which might hereafter be used as a dangerous precedent.

I remain, Dear Sir,
 Your obedient servant,
 G. STEWART.
 Hongkong, 12th October, 1898.

NOTES FROM THE NORTH.

(From Our Own Correspondent.)

MORE STIRRING NEWS.

TIENTSIN, October 6th.

We are getting quite lively up in the North now, and positively sensational. Scarcely has the excitement with regard to the Emperor died away, or at least subsided somewhat, than we are all fixing over about an attack on foreigners in Peking. At least the excitement is not so much that, as it is not an unknown thing for foreigners to be roughly handled even in the Celestial Capital, but it is the fact that all the Legations have deemed it expedient to send for guards, and at the present moment.

THEY CAN'T GET UP!

This is what is throwing Tientsin into a ferment. The guards have been ordered up, and the Viceroy will not let them go! They should have gone up yesterday, but the whole day was wasted parading the streets, and even by the morning of today the Viceroy still stood his ground and said that if the marines insisted upon going he should prevent the train running. The police was not forced this morning at 6 a.m. but another attempt to get the guard up is being made at the time of writing, and I shall be able to tell you before I close this all that has happened. The Viceroy's objection is that if the Marines are seen going up it will excite the people, promote a disturbance and he will lose his head. General Yuan who is acting Viceroy, and will be relieved of his responsibilities at the end of this week when the new Viceroy is expected down, is a good man and it would be a pity for him to get into trouble, but at the same time it is a disastrous thing for us to show any weakness even in small matters. Of all the European Guards ordered up, our men were first to arrive here, but on the way up from Taku the Chinese managed to delay the train so much in order that they should not reach here by daylight and they did not get in till well hours after sundown. So it will be even if they do get away to-day. The train will have in fact to go so slowly, or to break down on the line so as to reach Peking after dark, and then? Why?

THE CASE WILL BE SHUT OF COURSE.

and no end of trouble probably ensue. My only fear is that the Minister should give way and telegraph down that the guard is not wanted! If he does it will be a fatal mistake and we shall lose ground more than we gain. If our had the guard going up I really think even this might have happened, but fortunately the "osacks and Germans and Japanese are going up too and the guards can only be stopped by unanimous action I should say, and I don't think the Germans are likely to back down. They will go up how they have been ordered, and even if they come down again the next day, it is all game either to seize a train, go up in cars or march up, and the general impression is that the British Acting Consul has not shown enough firmness in the matter. It is only fair to say however, that if he has been weak so has the first Secretary of the Legation, Mr. Bax-Ironside, who has been down here, and has to some extent backed the Consul in humoring the Viceroy. First of all the fuss was made about a machine gun which the Viceroy wanted to bring. The Viceroy wanted the guard could go, but they must not take the gun. This point after a time was conceded. Having gained that the Viceroy next tackled the guard and said that must not go either. Now we have to see whether it goes or not.

A VERY BAD FEELING IS ABROAD.

I am told both in Peking and Tientsin, and various explanations are put forward for the late attack on foreigners. One is that it has been given out the Emperor was poisoned by a foreign doctor. Another, that it was simply an outbreak of rowdiness resulting from the late Mid Autumn Festival. A third, that the explanation is given by the high-spirited action of our community who never say anything in these little incidents. A third, and I think a very reasonable explanation, is that the Emperor having reigned and beheaded all the progressive men has thereby initiated a general anti-foreign policy upon which the people can act indiscriminately, and this has fired the ignorant imagination of the people. Yet another version is that the outrage is in retaliation for Kang Yu-wei having been assisted in his flight. Whatever the reason, however, there is good ground to fear that the people are of some kind of mischief, that trouble of some kind is brewing.

WILL NOT TAKE PLACE.

The Editor in the Emperor's name announcing the change of place was published on Thursday the 7th ult., and runs somewhat as follows:—"The weather this year being exceptionally cold, out of consideration for the Emperor Dowager I am postponing My visit to Tientsin. I desire that the 6000 be distributed to General Nie's army, and the 4000 to General Yuan's Army. The 3000 to General Tang's Army as a reward and encouragement to them as I cannot come to drill them. Let the officers take special pains to guard the efficiency of the forces and keep them ready for service, and let Jiang Lu be superintendent of the Board of War and the whole army of North China be under his control." This will necessitate the useless expenditure of several millions of taels, as of course all of the orders filled will have to be paid for. The electric light plant for instance represents some 10,000,000, and carpets to the value of 10,000,000 were ordered, besides furniture, the palace building etc. The palace will be finished and furnished, but for what purpose it will be used I do not know.

NOTHING DEFINITE IS KNOWN.

about the Emperor, as to whether he is really alive or dead, sick or well. The most profound mystery hangs over the whole thing. It is generally believed that he is alive and well now, but as no one has positively seen him I believe even now this much is uncertain. There seems little doubt however, as to how the coup at the Palace originated. It appears that the Emperor Dowager who had always regarded the influence of this celebrated Cantonese with jealous eyes became aware that Kang Yu-wei was suggesting to the Emperor the advisability of removing the Emperor Dowager further from the scene of public life, also the venerable Li Hong-chang, and she immediately determined to create the story of the Emperor's poisoning in order to lay violent hands on Kang. But the Emperor got wind of the plot and gave Kang Yu-wei the tip in time for him to leave the Capital and he has thus escaped South, and by this time is probably back in Canton where his knowledge of the Court intrigues may work mischief. It is stated on good authority that one of Kang Yu-wei's pet good wishes was the abolition of the Tartar badge, the queue, in which he was very misjudged undoubtedly. It is the Chinese inner man that needs changing not the outer. If however he is very warm on this point he may persuade his fellow countrymen in Canton to go for a short crop, as the outward and visible sign of their inward and spiritual rebelliousness. Talking of rebels, I see the rebellion in Szechuen of which we have heard little, but which has been going on for over a month past, has assumed more formidable dimensions. The following

PROCLAMATION HAS JUST APPEARED.

"The object of missionaries preaching their foreign doctrine is to fool the people, and destroy the peaceful and harmonious relations of the people. This has been proved by the introduction of opium which we owe to foreigners, and which has ruined the lives and homes of so many thousands. The foreigners have taken our money, kidnapped our children, defiled our women, burnt our houses and stolen our lands; see them in possession of Shanghai, Fomosa, Kiochow, Weihaiwei and Port Arthur! They have even alone time compelled our Emperor to seek refuge at Jehu. Let every Chinese therefore who is faithful to his Government stand up and fight for the Government against the foreign devils. Our Army is good and just, and no soldier who joins my band must rob or destroy any property belonging to the people; but whenever they meet a foreigner they must kill him immediately, and any native Christians who do not repeat their mistakes in professing who do not repeat their mistakes in professing Christianity must not let them pay me money. Let all skillful and well-informed people join me in order to throw off the foreign yoke and save China from calamity and trouble, and to retaliate for those sufferings that have been inflicted on us by other nations."

GUARD HAS NOT GONE.

The Marines went to the station with Mr. Bax-Ironside, the British Acting Consul etc., and boarded the 11.30 a.m. train for Peking, carrying two field guns and full accoutrements. Four Cosacks under Col. Wengock also boarded the train, but did not start. A telegram was received from the Viceroy in Peking saying that the marines did not leave the train, the train was not to start. The men were eventually ordered to get out, the Cosacks immediately starting an encampment just outside the station, while our men were marched back to the Temperance Hall where they are quartered. One officer in multi's said, to have gone up by the train, and it is expected that orders will be received later in the day for the troops to take possession of a train. I cannot quite see why the Ministers have not brought pressure to bear in Peking and got the matter settled that way. However we must wait and see and I will let you have the earliest news possible.

ENGLAND'S FINANCIAL STRENGTH.

Very opportunely a Parliamentary return shows what England has accomplished towards the liquidation of the National Debt during the last 67 years. The total reduction amounts to over £115,000,000, or at the rate of £1,000,000 annually for the whole period. But during recent years the action of the Sinking Fund has been automatically accelerated, and the liquidation now proceeds much more quickly, the sum paid off last year being £6,341,305. It has to be remembered, also, that the pressure of this indebtedness per head has diminished in proportion to the growth of population. England has not, nearly so much occasion for the Continental Powers to cut down her expenditure on armaments; not only is she able to bear the weight of taxation thus caused, but her overlying treasury can afford to wipe off liabilities by many millions per annum. As regards this country, conversely, the strongest practical argument in favour of the Car's proposal does not carry so much weight as in the case of the other Great Powers. Without a single exception, they are aggrandizing their national debts, and although France thanks her enormous wealth and the thrift of her population, still keeps her head above water, it can only be managed by recurrent borrowings. Italy, Austria-Hungary and Germany are in as bad a case, while Russia is so gravely embarrassed that the Czar must either suspend the great works, such as the Siberian Railway, which he has taken in hand, or disband a portion of his forces. Were he to adopt the alternative there would be a far stronger guarantee of international peace than could possibly be afforded by a conference on a Congress. Germany and Austria are distinctly menaced by huge Russian forces, maintained on a war footing; India and China are similarly threatened; France on the other hand, would despair of recovering her lost provinces were it not for those "bloated armaments" of her Northern ally, on whose co-operation her patriotic people rely. It is thus with Nicholas II. himself to earmark his proposal with sincerity by diminishing the fighting forces which keep the world in terror.—*Globe*.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on ten years' observations to 1895.

Barometer 29.818
 Thermometer 80.1
 Humidity 77
 Rainfall 8.58

TO-DAY.

WEATHER REPORT.

On 12th Oct. On 11th Oct.
 Barometer 30.03 29.93
 Thermometer 78 76
 Humidity 50 74
 Rainfall 0.41

TO-MORROW.

Wednesday, 13th October, 1898.

Chinese—28th of 8th moon of 84th year of Kuang-shi.

High water—Morning 6hr. 18min.

Afternoon 7hr. 18min.

Low water—Morning 6hr. 48min.

Afternoon 1hr. 48min.

ANNIVERSARIES.

1834—Mr. J. F. Davis appointed Chief Superintendent of British Trade in China.

1842—Evacuation of Afghanistan by the British.

1860—Peking surrendered to French and English.

1872—Revolt in the Philippines.

1879—General Roberts victoriously entered Kabul.

1888—Chinese steamer *Walling* lost off the Pescadore.

1889—Discovery of a lead mine in Hongkong announced.

TO-MORROW.

Thursday, 13th October, 1898.

Chinese—28th of 8th moon of 84th year of Kuang-shi.

Moon—in Equator 6hr. a.m.

High water—Morning 7hr. 48min.

Afternoon 7hr. 48min.

Low water—Morning 7hr. 18min.

Afternoon 1hr. 48min.

ANNIVERSARIES.

1821—Marat shot.

1841—Ningpo occupied by British forces.

1842—Canton Militia disbanded.

1850—Destructive typhoon in Hongkong.

1860—Peking taken by the British forces.

1872—Railway in Japan officially opened by the Mikado.

1872—Theatre at Manila totally destroyed by fire.

1892—Norwegian barque *Arion* wrecked on Newchwang bar.

1895—Final peace conference with the Matsubato chief.

SHIPPING AND MAIL NEWS.

MAILED DUE:
 Indian (*Catherine*) appear to-morrow.
 American (*Coptic*) 15th inst.
 Australian (*Australian*) 15th inst.
 German (*Sachsen*) 19th inst.
 American (*City of Peking*) 29th inst.

THE O. & S. S. Co's steamer *Coptic* with mails, etc., left Shanghai for this port yesterday at 5 p.m.

THE P. & O. steamer *Parkman* left Singapore for this port on the 11th inst. at noon.

THE China Mutual Steam Navigation Co's steamer *Hydra* from Liverpool, Glasgow etc., left Singapore for this port on the 11th inst. and will be expected here on or about the 16th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Lifeng from at Kowloon Dock.
Ningchow
Peking
Fomosa
Hongkong
Windsor Castle
Agnes
Monmouthshire
Empress of China
H.M.S. Plover
Kulung
Taihu Cosmopolitan

PASSED THE CANAL.
 OUTWARD—Sept. 13; *Shant*, Sept. 16; *Pyrrhus*, *Manago*, Sept. 20th; *Hyson Glen*, *Banovitch*, *Fallodon*, *Hall*, *St. Olberg*, Sept. 23rd; *Parilia*, Sept. 27th; *Marionette*, *Lennox*, *Suola*, Sept. 30th; *Ceylon*, *Harqula*, *Beaumont*, *Edgely*, Oct. 4th; *Banquet*, *Osmania*, *Orestes*, *Glanville*, Oct. 7th; *Volante*, *Stam*.
 HOMEWARD—Oct. 7th; *Freussen*, *Salento*, *Prometheus*.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 17th day of October, 1898, at 3 P.M., are published for general information.
 By Command,
 T. SERCOMBE SMITH,
 Acting Colonial Secretary.
 Hongkong, 11th October, 1898. [1213]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 17th day of October, 1898, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Upset Price.
1	Marion Hill (Crown Hill) (Crown Hill)	100 ft. by 100 ft.	10,000	2.113	1.50

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,

the 18th day of October, 1898, at 3 P.M., are published for general information.
 By Command,
 T. SERCOMBE SMITH,
 Acting Colonial Secretary.
 Hongkong, 11th October, 1898. [1216]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 18th day of October, 1898, at 3 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Containing in Square Feet.	Annual Rent.	Upset Price.
1	Marion Hill (Crown Hill) (Crown Hill)	110 ft. by 110 ft.	12,100	2.324	1.75

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions from the Mortgagees to Sell by

PUBLIC AUCTION

on the Premises

ON

MONDAY, the 24th day of October, 1898,

at 3 P.M.

ALL THAT certain Leasehold Property situate at Victoria, Hongkong and registered in the Land Office as MARINE LOT No. 110.

The Property which is known as Nos. 75, 67 and 68, Praya East and Nos. 68 and 70, Wanchai Road is held for the residue of a term of 999 years from 11th October, 1859 at the annual CROWN RENT of £67 10s.

Further Particulars and Conditions of Sale may be obtained from

Messrs. DEACON & HASTINGS, Venditors Solicitors,

35, Queen's Road Central

and from the Auctioneers.

Hongkong, 4th October, 1898. [1194]

To be Let.

TO LET.

"BELVEDERE"—Roomed Bungalow.

Plantation Road—to be let, Furnished for 6 months from 17th

September.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road [now in course of erection.]

PROPERTY now occupied by the Bowington Saw Mills.

FLOORS in STANTON and ELGIN STREETS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th September, 1898. [12]

Intimations.

WANTED.

A HOUSE in the CENTRAL DISTRICT.

"A.M."

c/o Hongkong Telegraph Office.

Hongkong, 10th October, 1898. [1214]

WANTED.

10 rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.

Apply by letter to

M.S.

c/o Hongkong Telegraph Office.

Hongkong, 30th August, 1898. [1042]

EUROPEAN ASSISTANT WANTED.

YOUTH OR OTHER.

W. ROBINSON & CO.

Hongkong, 5th October, 1898. [1198]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS

Bordeaux, 1882. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATES THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MEXA-KINA of Dr. GOLZ.

CREME DE MANDARINE.

AVELINE ANNETTE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.

Agents for LAENDLER & Co., Paris.

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [139]

MITSUI BROS. KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHOW and all Ports in JAPAN.

Agents—

Mitsui Bussan Kaisha, Ltd.

Osaka, Kobe, Yokohama, London, New York, Bombay, Singapore, Shanghai, Tientsin, Newchow, and all Ports in Japan.

Agents—

Mitsui Bussan Kaisha, Ltd.

Osaka, Kobe, Yokohama, London, New York, Bombay, Singapore, Shanghai, Tientsin, Newchow, and all Ports in Japan.

Agents—

Mitsui Bussan Kaisha, Ltd.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 13th October, at 4 P.M.
KAWACHI MARU J. S. Thompson.	Kobe and YOKOHAMA.	MONDAY, 17th October, at 4 P.M.
OMI MARU C. Young.	NAGASAKI, Kobe & YOKOHAMA.	MONDAY, 24th October, at 4 P.M.
KAOOSHIMA MARU R. Nemo.	Kobe and YOKOHAMA.	FRIDAY, 21st October, at 4 P.M.
YAMASHIRO MARU J. Jones.	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th October, at 4 P.M.
KANAGAWA MARU J. MacKenzie.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th October, at 4 P.M.
KINSHU MARU F. J. Brown.	SEATTLE, WASH. U.S.A., via Kobe and YOKOHAMA.	SATURDAY, 5th November, at 4 P.M.

*Through Passenger Tickets and bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

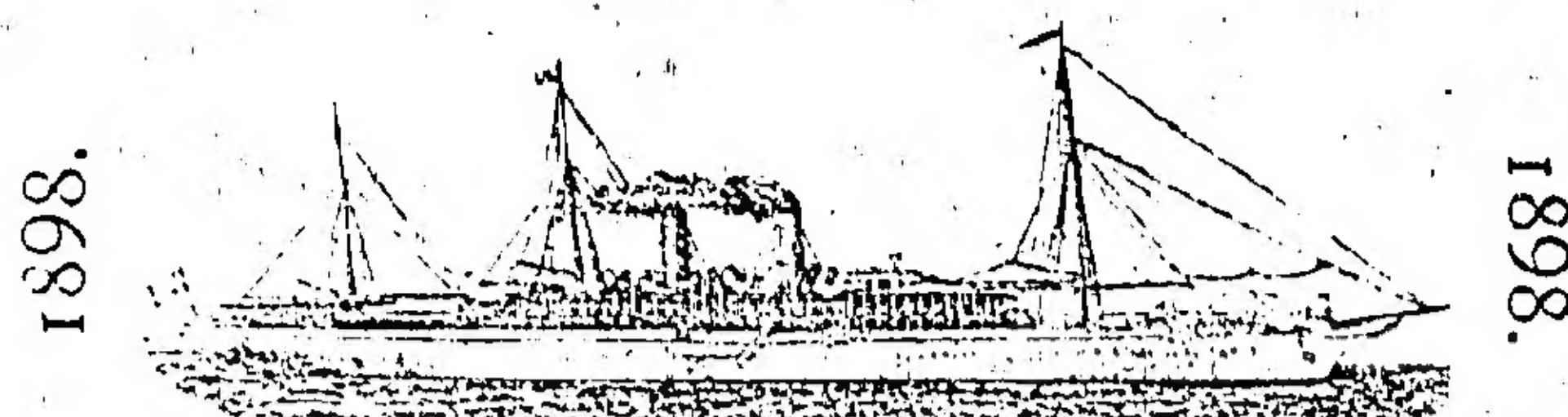
A. S. MIHARA, Manager.

Hongkong, 10th October, 1898.

[6]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th Oct., 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.

THE magnificent Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th September, 1898.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship

"MENMUIR."

Captain McArthur, will be despatched for the above Ports TO-MORROW, the 13th Instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon is carried.

M.P.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th October, 1898. [1193]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES."

Captain Balthus, will be despatched for the above Ports, on FRIDAY, the 14th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 11th October, 1898. [1210]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUTSANG."

Captain Bradley, will be despatched as above on SATURDAY, the 15th Instant, at 2 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th October, 1898. [1210]

FOR KOBÉ AND YOKOHAMA.

THE Company's Steamship

"NIPPON MARU."

Captain will be despatched for the above Ports on SATURDAY, the 15th Instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th October, 1898. [1219]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM TO YOKOHAMA AND KOBÉ.
THE Company's Steamship

"MORAVIA."

Captain E. Mezzalana, will leave for the above places on WEDNESDAY, the 19th Instant, at 4 P.M.

For Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 11th October, 1898. [1218]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON."

Captain Smith will be despatched as above on or about the 29th Instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th October, 1898. [1211]

SAILING VESSEL.

FOR NEW YORK.
THE 3. L. I. American Bark

"ADOLPH OBRIEN."

Captain Ambury, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 6th September, 1898. [1067]

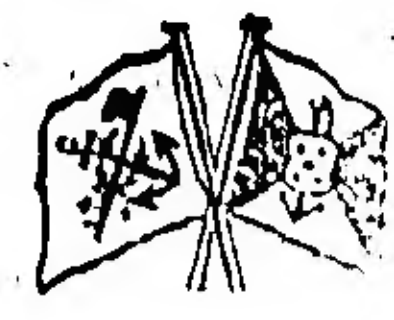
Shipping.

NORTH GERMAN LLOYD.

(Freight Service.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG ... L. Madren	HAVRE AND HAMBURG	About 13th October.
ALLESIA ... Meyndierke	LONDON, HAMBURG & ANTWERP	About 17th Oct., 4 P.M.
NURNBERG ... von Binsler	HAVRE AND HAMBURG	About 21st October.
ANDALUSIA ... Schroetter	LONDON, HAMBURG & ANTWERP	About 4th November.
BADELSBERG ... Platt	HAVRE & HAMBURG	About 9th November.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 12th October, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBÉ, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Olympia... [2,508] T. H. Dobson... [Oct. 22.]
Gloria... [3,750] J. McGilivray... [Nov. 1.]
Victoria... [3,167] J. Truebridge... [Dec. 6.]
Tacoma... [2,553] A. Dixon... [Dec. 10.]

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... [2,874] W. A. Evans... [Oct. 29.]
Columbia... [2,505] A. Gow... [Nov. 26.]
Lennox... [3,677] Williamson... [Dec. 24.]
Monmouthshire... [2,874] W. A. Evans... [Jan. 21.]

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in full, and one copy must be forwarded by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL, CARILL & Co.,
General Agents.

Hongkong, 10th October, 1898. [1214]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen... [Wednesday] 9th Nov.
Bayern... [Wednesday] 17th Dec.
Prinz Heinrich... [Wednesday] 4th Jan.
Preussen... [Wednesday] 1st Feb.
Sachsen... [Wednesday] 1st March.

ON WEDNESDAY, the 9th day of Nov., 1898, at 4 P.M., the Company's Steamship "SACHSEN," Captain H. Springer, with MAILES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 7th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 8th Nov., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 8th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 12th October, 1898. [1221]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN THE HOUSE ROAD.

[5 now in a position, in his New and Com-modious Premises, to supply, as heretofore, ALL PHOTOGRAPHIC ART PRACTICES in the Colony or in any part of the Far East.

ROUPE AND VIEWS
a specialty.
Hongkong, 22nd September, 1898. [1212]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)
THE Steamship

"COROMANDEL."

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this for STRAITS and BOMBAY, on SATURDAY, the 15th Instant, at Noon taking Passengers and Cargo for the above Ports.

Silkland Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd October, 1898. [1215]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shantung (via Nagasaki, Kobe & Yokohama) ... Saturday, 15th Oct., at Daylight. (For Cargo only.)

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 8th Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 29th Nov., at Noon.

THE U. S. Mail Chartered Steamship

"SHANTUNG."

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ AND YOKOHAMA, on SUNDAY, the 16th Instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; values of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 6th October, 1898. [1216]

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

SETTING UP OF DISTILLERIES
Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
EGROT & GRANGE, rue MAIRIE, PARIS
Apply to Messrs DODWELL, CARILL & Co., Hong Kong

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold, easily become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion.

It contains all the essential elements that give strength and vitality to the system. It increases the appetite, builds up the blood, enriches and purifies the blood, assists in making healthy flesh, cures inflammation of Throat and Lung, and a numerous ill enumerated, weak and nervous. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

HOGUE-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"MACDUFF."

will be despatched as above on SATURDAY, the 15th Instant.

S.S. "GHAZEE" ... about 30th Oct., 1898.
S.S. "BRAEMAR" ... 25th Nov., 1898.
S.S. "ENERGIA" ... 20th Dec., 1898.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 6th October, 1898. [1447]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS."

Captain T. well, will be despatched as above on TUESDAY, the 18th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th October, 1898. [1207]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRALEMA."

Captain Campbell, will be despatched as above on or about the 31st Instant.

For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th October, 1898. [1204]

Hongkong, 10th October, 1898. [1212]

Hongkong, 10th October, 1898. [1212]